

B. F. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & Co., LIMITED,
General Managers.

NEW SERIES No. 1427. 日四廿月二十年五十二緒光 WEDNESDAY, JANUARY 24, 1900.

三拜禮 號四廿月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1859.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office: YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

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Today's Advertisements.

HONGKONG ODD VOLUMES SOCIETY.

LECTURE.

THE Honourable W. M. GOODMAN has kindly consented to read a paper on "CRIMINAL LAW AND ITS HISTORICAL DEVELOPMENT" in the Chamber of Commerce Room, at the CITY HALL, on MONDAY, the 29th instant, at 5.15 P.M.
The MEETING is open to Ladies and Members of the Public.
H. E. POLLOCK,
Hon. Secretary.

Hongkong, 24th January, 1900. [107b]

HONGKONG ICE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Pedder Street, at NOON, on WEDNESDAY, the 27th of February, to receive a Statement of the Company's Account to the 31st December, 1899, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 7th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 24th January, 1900. [108b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.
By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [105b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 7th day of February, (both days inclusive), during which period NO Transfer of Shares can be registered.
By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [106b]

DELICENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st February, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th January, 1900. [104b]

ZETLAND LODGE.

No. 524, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st February, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th January, 1900. [102b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"NANCHANG."

Captain Finlayson will be despatched as above on FRIDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th January, 1900. [173b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SVATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach will be despatched for the above Ports, on SATURDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 24th January, 1900. [100b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI (DIRECT).

THE Company's Steamship

"TAMSUI MARU."

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th January, 1900. [145]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on MONDAY, the 29th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th January, 1900. [103b]

"SHIRE" LINE.

FOR SHANGHAI.

THE Steamship

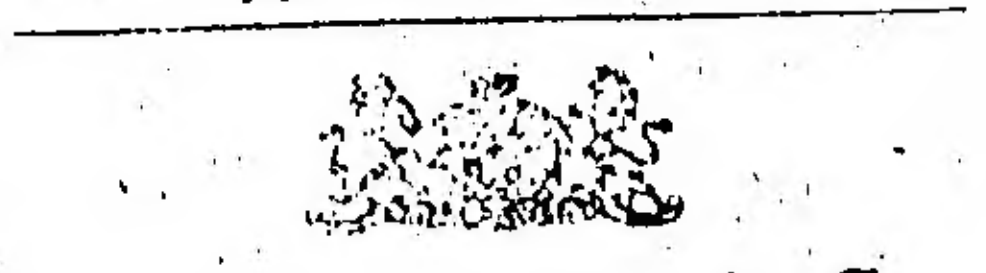
"RADNORSHIRE."

Captain Hadley, will be despatched as above on MONDAY, the 5th February.

For Freight or Passage, apply to SHEWAN, TOMES & Co.,

Hongkong, 24th January, 1900. [101b]

Intimation.



A. S. WATSON & Co., LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER.

PURE, SPARKLING

INVIGORATING

AND

HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:

Per Case of 6 dozen, PINTS.....\$13.50 net.

4 " QUARTS.....\$13.50 net.

Sole Agent for Hongkong and South China:

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 24, 1900.

NOTES AND COMMENTS.

Our new-born contemporary, *China*, appears to have come amongst us with a mission for the fighting of the wrongs of the whole world. It wishes to preach to the Powers, and to set the whole of them right in their attitude to that unfortunate nation, to turn out the Manchus from their seat of government and generally to recast and remodel the whole of the Far East. We have not the slightest objection to *China* taking this stand, but we do think that the new paper might take the trouble to assure itself of facts before plunging wildly and blindly into statements concerning Western nations, which have apparently only been hatched in the fertile brain of *China*'s editor. In another column will be found an extract from *China* headed "Ireland and the Transvaal" which contains several statements that require prompt correction. If the Editor of *China* would take the trouble to make a few judicious enquiries he would soon discover that far from "prejudices existing in the English heart concerning almost everything connected with the Green Isle" a sincere respect is entertained for Ireland and her people. To be an Irishman in England to be looked upon as a generous-hearted fellow to whom all turn for comfort or condolence and who is generally the life and soul of all social functions. Mr. MICHAEL DAVITT, too, is not the whole of the Irish race, but merely a representative of a very small minority whose vapourings do not appeal to one per cent of the Irish people. If *China* had concluded its leader by saying that the Irish people had been misled by the paper in question we should have agreed, and we certainly think *China* owes an apology both to England and Ireland. We should advise our contemporary to leave the Continent alone. *China* may understand *China*, but *China* is utterly ignorant of things European.

THE HIGHLAND BRIGADE.

Mr. YOUNG was very angry with us on Monday on account of some remarks which we made in our Friday's issue about the Highland Brigade. Mr. YOUNG has, however, entirely missed the point of our argument. We argued that trained soldiers, such as those forming the Highland Brigade, would never have stooped to insubordination in the face of the enemy, which is what the Highland Brigade would have been guilty of had they refused to salute Lord ALBERT, and the best proof that they have not done so is to be found in the fact that they are still at the front. Had they been guilty of insubordination we can assure Mr. YOUNG that they would have undoubtedly been sent to the rear; and every right-thinking Highlander would have applauded the action of the Commanding Officer and admitted that the punishment was just. But, as we have pointed out, there can be little doubt but that the Highland Brigade has been most unjustly slandered, and we rejoice that the telegram has not been confirmed. With Mr. YOUNG we admit that the Highlanders are amongst the finest troops of the British Army and, this being the case, we shall always refuse to believe any derogatory reports about their conduct unless such reports have been substantiated beyond the slightest possibility of doubt. We trust that Mr. YOUNG will see that he has been unjust to us. We refused to believe a derogatory report and he took us to task for doing so. We shall always endeavour to refute any statements which may tend to cast a slur upon any British soldiers, be they English, Irish, Welsh, Scotch or Colonials. But, at the same time, we shall always be ready to condemn any act of insubordination when it has been proved against the culprits to our satisfaction.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Natal.

General Buller (telegraphs from Spearman's Farm on Sunday evening that General Warren had been engaged all day, chiefly on his left, which he had flung forward about two miles. The ground was very difficult and the fighting was all up hill it was hard to say how much we had gained, but General Buller thought we were making substantial progress.

LATER.

Reuter's Correspondent at Spearman's Farm, 21st instant (evening), writes that the enemy fired irregularly all night and opened a stiff fire at daybreak; the British Artillery, who slept by their guns, responded with shrapnell, after which the first Kopje was carried at the point of the bayonet. Fighting continued all day and resulted in the capture of two more positions.

HONGKONG VOLUNTEER GAZETTE SERVICE.

Natal.

LONDON, 23rd January, 1900.

No decisive news is expected for two or three days as General Buller's operations are likely to be protracted.

A despatch from Pretoria says that 200 Boers, while scouting near Colenso, were surrounded but fought their way out with a loss of four killed and thirty wounded prisoners.

A despatch from the Boer headquarters before Ladysmith, dated 20th instant, says that General Buller made a strong reconnaissance toward the Drakensburgs, turning the British advance after a short engagement.

Boer despatches from the Upper Tugela, dated 19th instant, admit that the British Infantry took two rows of Kopjes. Heavy fighting is going on at Colenso; the Boers are holding their positions.

THE ARMS AND AMMUNITION AMENDMENT BILL.

A letter having, on the 19th December, been received signed by Eleven Firms interested in the Arms Trade, drawing the attention of the Chamber to the provisions of the above Bill, which they considered would have an adverse effect on the trade and serve to direct to Macao, if carried into effect.

Correspondence was opened with the Government on the subject, and the further progress of the measure in Council was postponed, in order that the suggestions made by the firms and the Chamber may be considered. The Chairman, after the reading of the last letter sent in by the Committee, expressed the hope that the Government would give it most favourable consideration.

CABLE RATES BETWEEN THE FAR EAST AND EUROPE.

The Secretary reported that replies, in acknowledgment of receipt of Chamber's circular letter of 6th October, had been received from—
The Birmingham Chamber of Commerce, dated 6th November.
The Toronto Board of Trade, dated 14th November.
The Seattle Chamber of Commerce, dated 24th November.

A letter was also received, on the 8th Jan., from the Ceylon Chamber of Commerce, dated 19th December, handing copy of a despatch addressed by that Chamber to the Secretary of State for the Colonies on this question.

Read letter from the London Manager of the Eastern Extension Telegraph Co., dated 23rd November acknowledging receipt of Chamber's letter and resolutions of the 6th October, and stating that a proposal had been made to H. M. Government by his company several months previous for the general lowering of their tariffs, but that up to date of writing no reply had been received.

It was decided to reply asking for copy of the letter in which these proposals were made.

HONGKONG AND CANADIAN PREFERENTIAL DUTIES.

Read letter from the Agent of the Canadian Pacific Co., dated 15th December, calling attention to the fact that exports from Hongkong are entitled, under the British Preferential Tariff, to participate in the advantages of that Tariff, but that the Minister of Customs had not included this Colony in the list of British Possessions to which it should be applied, and expressing the hope the subject might be deemed of sufficient importance to receive investigation by the Chamber.

Resolved to address the Government on the subject, and ask that it be brought to the notice of the Secretary of State.

NEW CUSTOMS TARIFF AND REGULATIONS FOR THE PHILIPPINES.

Read letter from the Colonial Secretary, dated 8th January, transmitting for the information of the Chamber copy of a despatch from H. B. M. Consul at Manila covering copy of the new U. S. Provisional Customs Tariff and Regulations in the Philippines issued on 23rd October, 1899, together with copy of general orders notifying which are the supports of the Tariff. The Consul had compared the new Regulations with those previously issued and gave the result of his comparison. The matter was referred to the firms interested in the Manila trade for consideration and report.

THE PHILADELPHIA COMMERCIAL MUSEUM AND THE CHAMBER.

Read two letters from the Director of the Philadelphia Museum, dated respectively the 27th and 29th November, stating that in pursuance of the action of the Chamber in accepting membership on the International Advisory Board of the Museum they had pleasure in forwarding two diplomas of membership, one in the name of the Chamber and one in that of the Secretary, and would send a third on being advised of name of the Chairman.

The second letter suggested the admission of the Museum to honorary or corresponding membership of the Chamber in order to make the relation reciprocal.

After some discussion, during which it was ascertained that the committee had no power, under the by-laws, to elect honorary members, it was, on the motion of the Chairman, seconded by Mr. Whitehead, decided to write to the Director of the Museum and say that the Chamber had decided to place them on the list of correspondents, and to supply them with the annual report.

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Read letter, received 2nd January, from the Secretary of the organizing Committee of the above Congress desiring to know whether this Chamber wished to submit any resolutions on the particular subjects mentioned in his letter of 7th July last.

Hon. T. H. Whitehead—I beg to move that the individual members of the Chamber be asked to send in before the 31st inst. any suggestions they may have as to the resolutions which might usually be brought by their delegates before the Congress, such papers to be circulated to members of the Committee, and, if necessary, a special meeting of the Committee to be afterwards held to consider same.

The Chairman seconded.
Carried unanimously.
The following is the list of subjects mentioned in the letter above referred to:—
1. Commercial Relations between the Mother country and her Colonies and Dependencies.
2. Inter-Colonial Trade Relations.
3. Foreign and Colonial Bounties.
4. Foreign competition.
5. Boards of Labour, conciliation and arbitration.
6. Codification of the Commercial Law of the Empire.
7. Bills of Exchange; uniform procedure.
8. Bills of Lading Reform.
9. Commercial Education.
10. The Decimal system of Weights, Measures, and Currency.
11. Light Dues.
12. Railways; Light Railways; Railway communication with India and the East.
13. Secret Commissions.
14. Arbitration for International Disputes.
15. Imperial Trade Marks Registration and Patent Law.
16. Cable Communication; Construction, Rates, Codes.
17. Steamship Communication; Rates, Subsidies, War Risks, Insurance.
18. Closer connection between Governments and Chambers of Commerce by establishment of Commercial Advisory or Consultative Councils, Home and Colonial.
19. Supply of Government publications to Chambers of Commerce and Mutual interchange of Documents.
20. Representation of United Kingdom in Colonies and in other parts of the Empire for the promotion of mutual trade.
21. Appointment of an Imperial Council to consider commercial questions of Imperial interest.
22. Copyright.
23. Municipal Trading.
24. Sugar Bounties.
25. Defence of the Empire.

And the Organising Committee is willing to receive resolutions on any economic and non-political subject which the Chamber and the Organising Committee consider suitable for discussion.

SEQUEL TO THE WEST POINT FIRE ENQUIRY.

It will be remembered that the Agent and Accountant of the Chop Yik Godown were charged with storing ammunition on the premises without taking the proper and needful precautions, and the case was adjourned until the enquiry. They were brought up at the Magistrate's yesterday afternoon. The Captain Superintendent of Police conducted the prosecution. Yu Shau Tin, the Manager, was defended by Mr. Ewens and Chan Sze, the Accountant, by Mr. Sharp.

Mr. Ewens asked that the two cases might be taken separately, and it was agreed that, in order to save time, Mr. Sharp would be allowed to cross-examine a witness. The case against Yu Shau Tin was first taken. Defendant pleaded not guilty.

Yu Pak, building contractor, said he knew the Kwan Wo Loong, he being a partner in that firm. He knew the Chop Yik Godown. He had a share in the godown, it was managed by the Defendant. The Accountant collected the rents for the goods in the godown and paid them in to the Defendant, who divided the profits among the partners.

By Mr. Ewens—The Defendant did not reside on the godown premises. The Accountant resided there. He did not know whether the Defendant would have any knowledge of the goods stored in the godown. He had a share in the godown but knew nothing about the goods stored there. He knew nothing about any rules in connection with the godown.

Inspector Baker said he had gone to the Kwan Wo Loong firm and asked for the manager. He had received instructions to bring the manager of the Kwan Wo Loong who was the same as the manager of the Chop Yik Godown. The Defendant stated he was the manager of the Chop Yik Godown; he gave the name of Yu Pak. Witness seized the books from the possession of the godown keeper.

By Mr. Ewens—He did not know Yu Pak. When he spoke to defendant he did so through an interpreter. Defendant was brought to him as the manager of the Kwan Wo Loong and said he was manager of the Chop Yik Godown and that his name was Yu Pak.

J. A. Mackay, I.C.E., said he had searched the ruins caused by the fire and had found a box of ammunition (produced) in No. 2 Godown. It was the left hand side of the door between it and the window and was beneath 2 feet of rubbish. He had also found some exploded cartridges on the 27th ult. in No. 2 Godown (produced); he had not counted them. He found no more in No. 2 Godown but in No. 3 he found some more exploded cartridges, he had subsequently found a quantity of melted lead and exploded cartridges in No. 7 Godown on the 21st inst. He had been in the room. The box was found intact with the exception of the left side.

By Mr. Sharp—The box was found intact with the exception of the left side. The Kwan Wo Loong found some pieces of lead. He had examined the pieces and they consisted of lead and cartridge cases melted together. It took two coolies to shift the lead. He had not seen the box of cartridges found.

A Sergeant Interpreter said he was on duty when the Defendant was charged. All he said at that time was that he did not know the nature of the goods stored in the godown.

Lee Puk recalled said Defendant was not manager of the Chop Yik Godown but of the Kwan Wo Loong. He did not say the Defendant was manager, the account was. The Kwan Wo Loong do business with America. Defendant was in charge of the money and engaged the accountant and foks, witness did not know how many accounts there were. Defendant received money from Chun-sze. He did not know who it was made arrangements with customers as regards storage of goods. He did not know how many accounts had been there. The Godown Company was the holders of the land from the Crown.

Captain May said in addressing the court, contended that there had been no evidence to connect his client as the manager of the godown, he admitted receiving the rents. The ordinance evidently referred to the man who places on storage, any explosives and does not mean the man who receives them. His client was only the agent for the company and so could not be taken as a keeper, besides it had been shown that if explosives had been stored the fact was unknown to his client.

Mr. Ewens then called the first witness for the defence.

Cifan Sze said he was accountant of the Chop Yik Godown and kept the books in which he put down all the goods received in the Godown and put the chop on the bills of goods.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on the 15th January, Present:—Messrs. R. M. Gray, (Chairman), A. McConachie (Vice-Chairman), A. Haupt, H. A. Ritchie, N. A. Siebs, Herbert Smith, Hon. T. H. Whitehead, and Mr. R. C. Wilcox (Secretary).

MINUTES.
The minutes of the previous meeting (held 14th December) were read and confirmed.

NEW MEMBERS.

The following had been admitted to membership since the previous meeting:—
Dec. 29th 1899.—Dr. Jordan.
Jan. 3rd 1900.—The Deutsche Asiatische Bank.
" " "—The Imperial Bank of China.
" " "—Messrs. Hots, Jacob & Co.
" " "—Messrs. H. Price & Co.

THE DANGEROUS GOODS AMENDMENT BILL.

Following up the decision taken at last meeting, a letter was, on the 16th December, addressed to the Government stating that it was the unanimous opinion of the Committee that the articles mentioned by the firms interested in the Arms Trade as not having hitherto been classed as dangerous should still be excluded from that category, and that they hoped the Government would take the same view.

A reply had been received from the Colonial Secretary stating that the Government were prepared to make certain amendments in the Bill in the direction indicated.

THE CONSERVANCY OF THE WOOSUNG RIVER.
Read letter from Colonial Secretary, dated 16th December, enclosing copy of despatch from the Secretary of State for the Colonies, together with copies of correspondence on the above subject, and expressing a wish to receive any information the Chamber could supply as to the effect of the present state of the river on the trade of Hongkong.

Decided to write in reply to above that though the obstructions to navigation in the Woosung River did not affect Hongkong, the Chamber regarded the proposal with the fullest sympathy and would hail with satisfaction any steps taken to improve river approaches to Shanghai.

THE ARMS AND AMMUNITION AMENDMENT BILL.

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4. Foreign competition.
5. Boards of Labour, conciliation and arbitration.
6. Codification of the Commercial Law of the Empire.
7. Bills of Exchange; uniform procedure.

Masonic.



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on FRIDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 19th January, 1900. [84b]



EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 29th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd January, 1900. [97b]

Auctions.



GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 29th day of January, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 13th January, 1900. [97b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of January, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hok-Uen, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Hok-Uen.	100 ft. by 100 ft.	10,000	10	100

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

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J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 13th January, 1900. [92b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of January, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Causeway Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

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PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Queen's Road East (near Temple).	100 ft. by 100 ft.	10,000	10	100

Insurance.

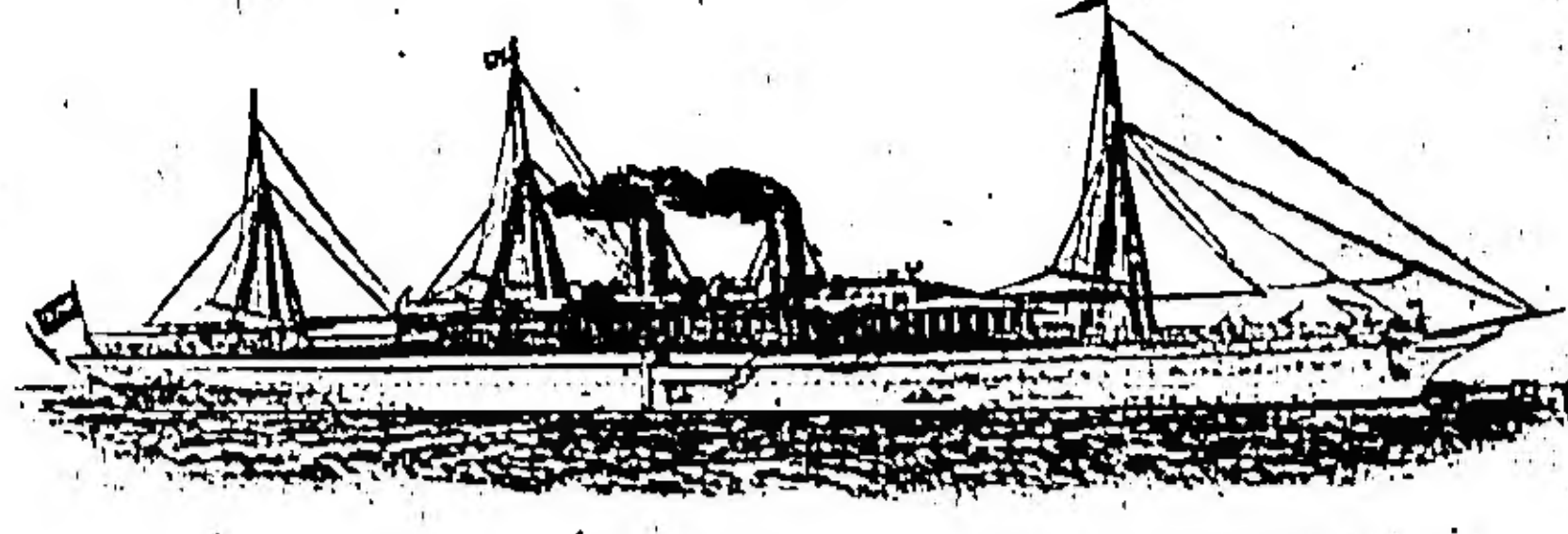
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1895. [39]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA, & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th February.
EMPEROR OF JAPAN...Comdr. Gen. A. Lee, R.N.R., WEDNESDAY, 14th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th January, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma...28th Jan. [A. Dixon] [Jan. 30]
Glencoe...31st Jan. [K. D. Jones] [Feb. 10]

Also, FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen...31st Jan. [J. Murray] [Feb. 5]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First class Tables. Doctor and STEWARDRESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire...29th Jan. [about] [Feb. 10]
Belgian King...31st Jan. [about] [Feb. 21]
Thyra...31st Jan. [about] [Mar. 6]
Luty Jockey...31st Jan. [about] [Mar. 31]

THE Steamship "CARMARTHENSIRE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA, and HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "VALETTA," Captain F. N. Tildard, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 20th January, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Copite (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

THE Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 13th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the Service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

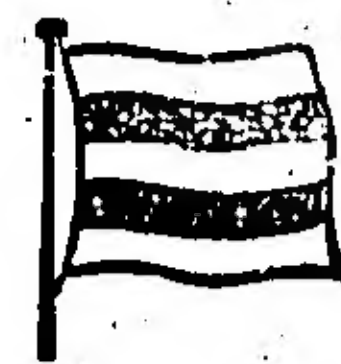
J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1900. [4]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU...A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU...H. Petersen	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 26th Jan., at Daylight.
HAKUAI MARU...M. Nishimura	AMOY, SHANGHAI and KOBE...	THURSDAY, 1st Feb., at Daylight.
KAGOSHIMA MARU...R. Nishimura	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 2nd Feb., at Noon.
HITACHI MARU...R. C. Tod	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 22nd January, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG...Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	28th January, at Daylight.
HOLSTATA...Balle	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 8th February.
*HABELSBURG...Pfaff	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th February.
WESTPHALIA...Strunck	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th February.
ASTORIA...Hildebrandt	NEW YORK. (via SUEZ CANAL.)	About 15th March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

THE Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the Service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship "ALGOA," will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the Service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th January, 1900. [8]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessel will sail from CHINA DIRECT FOR

MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.	Tons.	Ships.	H'kong.	Spore.
Parramatta...	4836	Mar. 27	Mar. 31	April 6.
Massilia...	5026	April 10	April 14	April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [31]

For Sale.

CHEAP SALE.

A PIANO equal to New, on Board H.I.G.M.S. Hertha.

For Particulars, apply to EDM. JOHANNSEN, Duddell Street, No. 2.

H

MORE TROUBLE WITH JAPANESE SEAMEN.

THREAT OF MURDER ON THE "AMERICA MARU."

It seems that a disturbance on the T. K. K. *America Maru* on New Year's Day was a somewhat serious affair. The *Japan Herald*, which published an account of it the other day, now writes that it has received information from an unquestionable source, that the incident was much more serious than the first version made it appear, inasmuch as the demonstration against the Chief Engineer, Mr. Seavers, was never intended for fun from the beginning. The facts are that on the first day of the year, four of the Japanese firemen entered Mr. Seaver's room, locking the door behind them, and then coolly informed that gentleman that they proposed to kill him. Mr. Seavers knows some Japanese, and without losing his presence of mind, calmly replied that if that was their determination, no doubt they would be able to accomplish their object, seeing that they were four to one, though at the same time he pointed out the grave consequences to themselves which such an act must inevitably entail. (This, at least, seems doubtful.) While the debate was in progress, a crowd of coolies had collected in front of the cabin and were looking through the window. Soon afterwards one of the Japanese engineers also appeared and managed to get the four firemen away, though not before they had smashed the windows and wrought some other damage. The second engineer was likewise threatened by one of the mutinous gang, and he was remonstrating with the fellow when a second Japanese handed the latter a bottle, with the apparent intent that it should be used as an offensive weapon. This four men came out, armed with crow-bars and chisels, and again began to wear an ominous look, when the Captain and Purser descended from the bridge and got the second engineer out of the way. Meanwhile the Japanese who had rescued Mr. Seavers, hid him in one of the state-rooms forward, where he remained for some time, though the mutineers hunted for him high and low all night, evidently intent upon seriously injuring, if not actually murdering him. Then, as already stated, the ringleader was put in irons but this raised such a disturbance that the Captain had to order his release. The T. K. K. *America Maru*, the *Herald* understands, has been dismissed, or at least removed the four original ringleaders, but more dismissal is a very inadequate penalty for mutiny and threats to kill. Are we to infer that Mr. Seavers had ventured to knock his assailants down before they actually killed him, he would have been sentenced to 24 months imprisonment with hard labour, i.e., six months for each man? We believe that some such consideration did restrain him from obeying his first impulse. The question is how much longer will the authorities tolerate a state of things so disgraceful to the already damaged reputation for discipline of the Japanese marine?—*Kobe Herald*.

BIG CLAIM AGAINST YOKOHAMA FIRM.

An action instituted by a Japanese *sake* merchant of Tokyo, named Kato Shunzei, against Messrs. Oppenheimer & Frères, No. 13, Yokohama, claiming from the latter the payment of the sum of ¥100,000, being the price of 5,000 cases of spirits sold to the firm, came on for hearing in the Yokohama Chihō Saibansho. On the representatives of both parties being duly examined, the Court adjourned till the 8th February, when a *bando* of Messrs. Oppenheimer & Frères, named Ogawa Takichi, will be examined as a witness.

THE LOSS OF THE "STELLA."

COMPENSATION FOR DAMAGES.

In the London Sheriff's Court recently, before Mr. Under-Sheriff Burchell and special juries, various claims for compensation brought by *Stella* victims were dealt with.

The first action, reports the *Westminster Gazette*, was one brought on behalf of the two children of Mr. Joseph Walter Henney, a victualler, of 174, Fulham Road, who was a victim of the *Stella* disaster. Mrs. Henney, his wife, being also drowned. There was practically no defence to the action, as the London and South-Western Railway Company had recognised their liability; but it remained for juries to assess the damages to each particular claimant. The case was a particularly pathetic one, as the two little girls were thrown upon the world totally unprotected.

Mr. Joseph Henney, of Wandsworth, brother of the late Mr. Henney, said his brother was thirty-nine years of age. His body was picked up off the coast of France and buried in France. Subsequently it was exhumed and brought to England, where it was reinterred. Deceased was in a good way of business and making about £400 a year. The two children left were aged five and two years respectively. But for the kindness of friends they would have been absolutely penniless.

A second claim on behalf of the administrators of the wife was gone into.

The jury assessed the damages in the first claim at £1,000, to be equally divided between the two children. In the second claim they assessed the damages at £50. For loss of business, medical expenses, &c., the jury assessed the damages at £250.

SPORT AT LADYSMITH.

Despatches have been received by the *Daily Mail* from Mr. G. W. Stevens, throwing some light on the condition of the garrison. He wrote on Nov. 29 from Ladysmith:—Pending the arrival of relief, the last few days have been very cheerful. Sports have been general—cricket, football, and mule polo, and also mule steeplechases over hay-built fences. In the evening there have been occasional smoking concerts, with choruses so hearty that the Boers apparently hear. One can see their searchlight groping its long fingers for the noise, but the intervening hills protect the lower levels.

A sculling race recently for the amateur championship of the Klip took place between a canvas boat and a rubber bath. The competitors were pulled solely in flannel shirts. The boat won and the winner interposed volunteered to scull despatches to Escaut.

On December 1st he says:—Last night the Gordons celebrated St. Andrew's Day, appropriately belting the rumours as to whisky famine. The special menu for the occasion was:—

Scott Broth.
Salmon.
Haggis.
Saddle of Mutton.
Turkey and Ham.
Fruit.
Salo.
Haddock on Toast.
Dessert.

Sir George White made a speech, in which he said it was unpleasant to be bombarded without stirring, but everybody had the satisfaction of knowing that we were playing the proper game.

LORD METHUEN.

A WORKING SOLDIER.

Lord Methuen, as all the world knows, says *M.A.P.* is a Guardsman, but one of the most modern type, who puts soldiering in front and before everything, and stands roughing with the lightest of hearts. His Spartan resolve now to live on the ordinary rations and share the same life as his troops is just what might be expected in such a witty, muscular, easily-satisfied person. But he is very hard to please in professional matters, and in the time, a year or two back, when he commanded the Home District, he gave his beloved Guards very little peace. Drills and exercises were kept up incessantly all the year round. In the early summer mornings the Guards, in white jackets, were to be seen practising the order of attack among the trees in Hyde Park. In the depth of winter they made long route marches, often in the dead of night. It was of Lord Methuen that the riddle was propounded, asking why her Majesty's Guards were like the early Christians. The answer was: "Because Paul persecuted them!"

"Paul" Methuen (a military correspondent writes to a London paper) is a man of great personal energy and physical strength. He was famous in his day for his skill with the gloves, a taste inherited from his father, for the last Lord had few equals as a boxer. Paul once put his powers to good use in the defence of a lady whom he championed against an extortionate hansom cabman. The man was very cheeky, and said looking down from his perch, "You wouldn't be so free if I was down on the pavement in front of you." "Come down," said Paul, "and we will soon settle that." Cabby, nothing loth, accepted the challenge, and soon "put 'em up" before the stalwart young Guardsman. After the third or fourth round he had enough, and was sorry he had not asked his proper fare. But he lost nothing in that way, for Paul made him a handsome compensation for the licking he gave him.

A writer in the *North-Wills Guardian*, quoting the above anecdotes, adds:—"It is in corroboration of what is written above that I am told there are few such riders to hounds as his Lordship. A gentleman who has often been in the same local hunting field tells me he once saw him take a tremendous dropping jump on a hard road below, which everybody else avoided, and on another occasion he alone of all the field avoided a long *détour* by plunging his horse into a river."

NEW HAMBURG-AMERICAN LINER.

The Hamburg-American Line has augmented its already enormous squadron by another large new steamer, which deserves the most attention especially of people in the Far East, as it is the first steamer of the company which has been built after the treaty by which the Hamburg-American Line participates in the subvention paid by the German Empire for the mail service between Germany and Eastern Asia. The new boat is one of the largest dimensions, built by the well-known Vulcan Company at Bremen, near Stettin. She measures 100 ft. by 60 ft. by 38 ft., and, fully loaded, will have a displacement of 10,750 tons while her carrying capacity has been stated to be about 8,000 tons on a maximum draught of 26 feet. The passenger accommodation is for 290 passengers of the first class, about one hundred second-class, and eighty between decks. The engines are built on the four cylinder or quadruple expansion system. They will put into rotation two twin screws which will be able to give her a main speed of fifteen knots an hour, which can be brought up to sixteen and a half knots on a forced draught. The engines will indicate 7,000 horse power in the first and 9,000 horse power in the second case. The new vessel was named the *Hamburg*. She is a sister-ship to the new Bremen East Asiatic Liner *König Albert*.

ZOLA AND THE "PETIT JOURNAL."

The trial of M. Emile Zola on a charge of having libelled M. Juret, director of the *Petit Journal*, in accusing him of using forged documents in an attack upon Francis Zola, the novelist's father, was adjourned on December 20th, says a Paris dispatch, for a month on the request of the defendant's counsel, Maître Labori, who appeared in court with his client.

LEYS AND THE BOER SHELLS.

BRUSSELS, December 13th.

Dr. W. J. Leyds makes strenuous denial of British statements to the effect that the Transvaal government was cheated in the purchase of shells which it made at the works at Le Creusot. Dr. Leyds affirms that if, as reported, shells fired by the Boer artillery have failed to explode, the fact is due to the inexperience of the gunners. All the dead walls in Brussels are plastered with bills appealing to the generosity of the Belgians to aid the widows and orphans of Boers slain in battle.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K.
Angier, A. G.
Abraham, J.
Ali Fong, Miss.
Amoy, Fanny.
Aleksieff, M.
Armstrong, A.
Alves & Co. Messrs.
All, Miss.
Armes, C.
Armstrong, A.
Barker, A. M.
Baron, W. T.
Bickendorff, A.
Brown Bros., N. P.
Butt & Co.
Butt, W. S.
Blaschky, A.
Brown, R. A.
Bisnet, F. G. Messrs.
Baron, Z. S.
Bourdoune, R. de.
Bennet, J.
Benjamin, Mr.
Blake, R. E.
Baring, T.
Baniago, E. M.
Bibby, Angus.
Browning, Miss B.
Baillard, Anna.
Barnes, C.
Burton, C. C.
Bruse, C.
Breckley.
Bambridge, Miss.
Bloom, Rosa.
Brooks, F. A. M.
Berthier, T.
Benjamin, D.
Bannister, C.

Lochender, Lord.
Lillie, J. J.
Lanka, J.
Lambir & Dodge, J. E.
Laurenthal, J.
Linse, M. H.
Lalouere.
Lee, C. A. Lieut.
Liddon, M. E.
Luna, Mrs.
Lee, Henrietta.
Lhiarco, D.
Lharper, H. K.
McClelland, M. C.
Moseley, Mrs. M. E.
Maitland, R. A.
Mason, Miss F. O.
McGovern, P.
McCoughan, E. L.
Madegalin, G.
Maligany, C.
Macne, Mrs. M.
Mui Yung, Mrs.
Montilla, F.
Mowrer, F. R.
Masanor, Miss.
Murray, P. H.
Mateumottie, Miss.
Mothicifundi, A. K.
Nordica, S. R.
Hayeda, O.
Macuse, M. A.
Macuse, A. R.
Muzey, Paul.
Mastburn, Mr.
Maitala, C.
Marquis, F. A. M.
McGillivray, D.
Modigam, E. S.
Marrio, H. D.

Bowles, C. E.
Crook, Miss H. C.
Charlis, W. D.
Gum Yi, W. S.
Closc, C. G.
Churchill, W.
Christensen, Mrs. B.
Crouback, H.
Cowell, J. M.
Capps, W. L.
Ernstson, Miss E.
Clarke, S. J.
Craig, Miss A.
Cliffon, G.
Chinevala, S. F.
Crook, Miss N. G.
Conner, R. H.
Chan Yau Wing.
Oulter, Miss R.
Cardona, D. T.
Cameron, D. C.
Chambers, E. W.
Crawley, H. H.
Cordova, F. H.
Cox, Miss M. J.
Charles, J. Capt.
Cworlthengton, O.
Dawtershaw, Mrs.
Durant, A.
Ducati, Capt. C. M.
Delen, Mrs. L.
Dabbers, A.
Davidson, N. J.
David, M. W.
Delandonespa.
D'Arcy, Miss E.
Dauncy, C.
Droz.
Duncan, D. M.
Elias, A.
Elin, M.
Edwards, L.
Fierman, M. H.
Ferrant, Mons.
Foster, R. C. H.
Foster, R.
Fong Hal.
France, G. Mr. and Mrs.
Franklin, C. S. P.
Fakir, Mohamed.
France, A. G.
Gohde, Mrs. G.
Geis, Mrs. L.
Goldman, G.
Grosjean, Mons.
Golschally, S.
Golezky, Josephine.
Glover, Mr.
Guentz.
Gracia, L.
Galey.
Ghyke, Mr. and Mrs.
Guibert, M. E.
Gibbons, Mr. and Mrs. E. S.
Hudson, L. A. K.
Hesketh, S. B.
Howard, J. C.
Hill, Mrs. E.
Hardouin, C.
Hough, C. C.
Holstadt, L.
Hamilton, Miss E.
Hopkins, R. G.
Harrison, Miss L.
Horny, C.
Hoffman, G. M.
Hunt, G.
Hutchison, G. W.
Hall, J. A.
Halset, H.
Hamilton, Mrs.
Hamilton, Capt. E.
Hamilton, Miss E.
Hesbet, Mrs. M. A.
Hooper, Miss M.
Hooper, F. A.
Harnalk, G.
Ipliejian, N.
Ikesaki, Miss M.
Johnson, G. C.
Japan Importing and Exporting Co.
Johnston, W. A. J.
Jones, Miss K.
Jones, Dr. R. F.
Jackson, Miss.
Johnstone, Capt.
Kynodon, A.
Knoll, Miss L.
Kelly, Mrs. B.
Kimiyo, Miss.
Kantow.
Kyrkan.
Kuster, V.
Kane, Mrs. O.
Kemmer, D. F.

List of Registered Covers in Poste Restante.

Antonietta, Ferriolo.
Ancl, Mons.
Asa Singh.
Bonamour, P.
Blinke, J.
Baker, J.
Cassinos, Dr. F.
Cameron, W. R.
Crawford, J. M.
Cox, Mrs.
Dillier, A.
Ekanan, Miss Ida.
Elias, A.
Ebrum, Momon.
Footie, Miss E.
Forsyth, G. G. S.
Figueras, A. F. y.
Gatjards, J.
Guion.
Gromed Singh.
Gilchrist, T. O.
Hooper, G. W. J.
Hancock, W. St. J.
Harper, C.
Halverson, S. C. (3).
Hamilton, E.
Harboe, H.
Israel, Elak.
Jackson, Sergt. C.
Johnston, W. J.
Jalali-Lin (Indian address).
Kohn, Siegfried.
Kilwood, J.
Lopez, J. G.
Louis, G. A.
Lewis, Mrs. A. E.
Machado, A. E.
Mayer, A.

List of Registered Covers for Merchants.

S.S. *Brockwell Castle*, J. F. Rogers.
S.S. *Chiankang*, Capt. J. Vaughan.
S.S. *Changsha*, C. F. Moule. (2).
S.S. *Catoka*, J. Williams.
S.S. *Chowfa*, J. Miller.
S.S. *Diomed*, J. Fleming (Baker) (2).
S.S. *Albatross*, G. Macarlane.
S.S. *Simoon*, G. Macarlane.
S.S. *Loonah*, G. Macarlane.
S.S. *Petroclous*, D. Pritchard.
S.S. *Phrangang*, Chief Engineer.
S.S. *Phrangang*, J. Scott.
S.S. *Tamsul*, P. Williams.
S.S. *Wahgah*, Capt. B. B. Pigot.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Kubatino United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BISAGNO,"
Captain D. Maganzini, will be despatched as above TO-MORROW, the 25th instant, at Noon.

At BOMBAY, the Steamers are discharging in Victoria Dock.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, 24th January, 1900. [94b]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"BENLOMOND,"
Captain McIntosh, will be despatched as above on or about THURSDAY, the 25th instant.

For Freight, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th January, 1900. [94b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th January, 1900. [94b]

"SHELL" LINE OF STEAMERS.

FOR ROTTERDAM AND LONDON.

THE Company's Steamship
"COWRIE,"
Captain Davies, will be despatched as above on MONDAY, the 29th instant, instead of as previously advertised.

For Freight, apply to
ARNOLD, KARBURG & Co., Agents.

Hongkong, 23rd January, 1900. [94b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFRIDI,"
will be despatched for the above Port about the end of January, and will be followed by

S.S. "BIRCHTOR" and "ST. REGULUS."
For Freight, apply to
DODWELL & Co., LIMITED Agents.

Hongkong, 15th January, 1900. [94b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th December, 1899. [94b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched as above on THURSDAY, the 15th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th January, 1900. [94b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"STENTOR,"
Captain Jackson, will be despatched on TUESDAY, the 20th February.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th Jan. 27, 1900. [94b]

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship
"YAWATA MARU,"
(3,800 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, 19th January, 1900. [81b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"ESMERALDA,"
Captain Blackland, will be despatched for the above Port, on FRIDAY, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd January, 1900. [90b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"OL. ENBURG,"
of the NORDDEUTSCHER LLOYD.

Captain H. Prager, due here with the outward German Mail about the 25th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MEICHERS & Co., Agents.

Hongkong, 20th January, 1900. [92]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHELYDRA,"
Captain Davies, will be despatched as above on SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd January, 1900. [96b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 29th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd January, 1900. [75b]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"QUEEN ELEANOR,"
will be despatched for the above Port, on or about the 1st February.

To be followed by
"MORVEN,"
about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd January, 1900. [90b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship
"PYRRHUS,"
Captain Batt, will be despatched as above on WEDNESDAY, the 14th February.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd January, 1900. [80b]

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTERS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [78]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

TULZHUR, American schooner, Melander-Master.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—HONGKONG.

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yohannu Coal Mines.
Onohara Coal Mines.
No. 1, Ohtsui Coal Mines.
Ichimura Coal Mines.
Kishida Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.

The Osaka Shosen Kaisha

